THE KLONDIKE TRAPLINE 1970

THE SUMP

THE SUMP

Published by

The Edmonton Light Car Club.

P.O. Box 5712.

Edmonton, Alta.

This Month's Cover

Tom Stibbard boots his Datsun through a fast right-hander during the early hours of Sunday on the 1970 Klondike Trapline.

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My Corner:

APRIL FOOL'S

The learned Editor and Publisher of the most popular publication of the ELCC, hereafter called THE SUMP, were sitting around one night with nothing to do.

Then we had a brain wave - why not an April Fool's SUMP. And what better place to tell everyone than in this column, which no one reads.

So we decided, "Why not!" - and didn't.

This month marks an expansion of the policy stated earlier by your Editor - What I get, gets printed. Thus the absence of copy.

Deadline for copy is the the club meeting on April 20. Whatever I don't get, I don't print.

A SPECIAL THANK-YOU

The Edmonton Light Car Club and all competitors in the 1970 Klondike Trapline Rally would like to extend a special thank-you to the officers and men of the Canadian Airborne Regiment who did such a magnificent job on the Trapline.

It made the event the success that brought the comment: "The best event in the Prairies".

This will be a difficult event to match, and Jack Leonard, Bob Bendle (those well-known organisers), and their crew deserve a round of applause.

A R C REPORT

For the enlightenment and interest of all concerned - competitors, directors, club presidents and competition chairmen, and Geoff Howe:

ARC for 1970 is underway as the result of an emergency meeting held last month afater the Calgary Winter Rally. Format of this year's championship can be expressed as follows:

A) Actions and decisions arising from the Feb. 8, 1970 meeting in Calgary:

1) 1970 Chairman - yours truly- Bob Leonard

2) one director per club to be elected by the club

3) A director's responsibilities:
   a. to collect ARC fees
   b. to generate a mailing list of enrollees
   c. to obtain full result of his clubs ARC events
   d. to foreward all data to the chairman

4) The chairman's responsibilities:
   a. to maintain accounts and records as required
   b. to produce championship standings
   c. to call meetings as required, including a concluding meeting to finalize the years action and to generate a start for the following year

5) Events to count for the 1970 ARC Championship:

WINTER RALLY	CSCC	Feb. 8
KLONDIKE TRAPLINE	ELCC	Feb 21-2
CORKSCREW	CAS & LCC	Arp 25-6
HARVEST NIGHT	ELCC	Aug 15-6
LOOP	CSCC	Sep 19-20
ULTRA	CAS & LCC	Oct 24-5
SNARK	) possible events, clubs	
NOSNOWWEHOPE	) must apply to ARC	

Continued later...

6) Club magazines will serve as communications pipelines; except CAS&LCC members/registrants who will receive direct mail

7) The 1970 competition year will end Oct. 31, 1970

8) Prairie Region regs, . . where applicable, are to be followed

9) Membership fee - $2.50 per year per competitor

10) Prior registration for the Calgary Winter has been waived as it was run under 1969 rules before the '70 executive was formed

THE PANCAKE INN

ON HIGHWAY 16 WEST

VOLVO

CAPILANO MOTORS LTD.

DATSUN

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COMPETITION!

photos by Michael Dean

Tom Stibbard's Datsun 510. Tom was sitting in first place until he went off-route, missing a check-point, and ending up in sixth. While he was off-route, Team Sutul was doing the same thing, and Tom took over our sixth place spot.

The Canadian Airborne Regiment provided continuous radio communication during the Klondike Trapline '70. Every CP was manned by a CP crew and radio truck, and a constant check was kept on the rally's progress. Penalties at each control were radioed to rally headquarters before the competitors finished that leg.

photo by Ian McArthur

One of the little joys of winter rallies. The famous last words of Ian McArthur: "Gee, Mike (Dean), you look tired, better let me take over for a while. No point in having you go to sleep and putting us in the ditch." - We made it two-tenths of a mile forward, and 4 feet sideways. Lost 15 minutes, made up 10. But I was wide-awake. Nothing like a morning dig.

photo by Michael Dean

KLONDIKE TRAPLINE '70

These are FINAL:

FIRST — Bob & Joan Fulton, CSCC, Datsun

Second — Jim & Randy Black, Datsun

Third — Jim Thomson & Garry Wikjord

Fourth — Paul Campbell & Mark Burggren

First Non-equipped:
Paul Campbell & Mark Burggren

First Datsun:
Bob & Joan Fulton

First BMW:
Curt McLeod & Al Hoar

First BLMH:
Mike Dean & Ian McArthur

First Team:
Team Datsun - Black & Black, Stibbard & Thomas, Bowie & Burgess

An open letter:

To: All checkpoint personnel who participated in the 1970 Klondike Trapline Rally.

The organizers of the - Trapline want to pass along a sincere "Thanks-for-a-job-well-done" to all participants. Our method of arranging for checkpointers differed from the usual routines: we didn't ask you to come to a central starting point, we didn't lead you into your positions; and we asked that you work 3, 4 or more controls for the whole darn night. All of you followed your instructions apparently perfectly - and I've yet to hear a complaint. A very few watch problems existed; but generally, the whole thing went off beautifully - much to your credit.

We, and the competitors, thank you.

Yours truly,

Bob Leonard, Route Master
KLONDIKE TRAPLINE RALLY

MANUFACTURERS PRIZE MONEY

FIAT

The 1970 FIAT National Rally awards program offers $10.00 per point, with an additional $10.00 per point if you are a registered member of FIAT Auto Club.

In addition FIAT will pay awards for placing in National Rallies in three regions - West of Ontario, Ontario (excluding Ottawa), and East of Ontario (including Ottawa). The awards will be:

- $150.00 for the first FIAT owner/driver
- $100.00 for the second
- $50.00 for the third

In order to win regional money you must be within the top ten in the region.

If a FIAT owner/driver win the National Championship, and the points were obtained while driving a FIAT, you win a free trip to Italy via Alitalia Airlines with all accommodations, ground travel, and entertainment for a week. In addition you receive special tours of the FIAT, Lancia, and Ferrari factories.

DATSUN

Datsun is continuing its 1969 Rally program uncharged.

Details are as follows for National events:

You must enter at least two National events, and finish within the top ten.

You will receive $10.00 per point, $15.00 if you travel more than 500 miles to the start. This gives a win $230.00, and tenth gets $50.00.

For Regional events:

The highest placing Datsun in each region will receive $250.00. Regions are B.C., Prairie, Quebec, and Atlantic.

Application for awards must be made within 7 days of final rally results. Forms are available from Nissan Automobile, 480 Audley Blvd., Annacis Industrial Estates, New Westminster, B.C.

One Hundred Dollars
First Prize

Entry Fee: $4.00

Advance Regulations: $5.00

SUNDAY MAY 17, 1970

THE SOB THIS YEAR HAS BEEN DIVIDED INTO A NUMBER OF SEPARATE SECTIONS, WITH COMPETITORS ELIMINATED UPON MISSING A ROUTE CONTROL IN EACH SECTION, THE FINAL SCORE BEING A TOTAL OF THE POINTS GAINED BEFORE ELIMINATION ON EACH SECTION. THIS ALLOWS THE COMPETITOR TO RUN THE SECTIONS IN ANY ORDER DESIRED. MOST SECTIONS START FROM THE SAME PLACE.

WE HAVE ABOUT TWELVE ENTRIES ALREADY, AND INVITE YOUR ENTRY AS SOON AS POSSIBLE. SUPLEMENTARY REGS WILL BE AVAILABLE ON MAY 1

CASH PRIZES WILL BE AWARDED FOR FIRST, SECOND AND THIRD PLACE FINISHERS.

G. B. MOTORS

THIRD ANNUAL

SuTuL SOB — LEFT TURN RALLY

SuTuL S.O.B. Left Turn Rally

Write: TEAM SUTUL 8427 112 Street

THE SUTUL S O B PRELIMINARY REGULATIONS

THESE REGULATIONS ARE FOR THE INFORMATION OF COMPETITORS, AND HAVE NO OFFICIAL STATUS AS A PART OF THE RALLY RULES AND REGULATIONS. OFFICIAL SUPLEMENTARY REGULATIONS WILL BE PROVIDED FOR ALL ENTRANTS. THE OFFICIAL ROUTE BOOK, PRESENTED AT THE START, TAKES PRIORITY OVER ALL OTHER INSTRUCTIONS, VERBAL, WRITTEN, OR IMPLIED.

NO ATTEMPT IS BEING MADE TO MISLEAD THE COMPETITOR IN THESE PRELIMINARY REGULATIONS: THIS SAME GUARANTEE WILL NOT APPLY TO THE OFFICIAL ROUTEBOOK, HOWEVER!

THE EVENT: The Sutul SOB Left Turn rally was conceived by Ian McArthur and Charlie Wainberg in 1968 as an answer to the frustrations of the usual gimmick rally, where the gimmicks depended more on luck than skill.

The first event ran in May 1968 with 22 entries, and won for Team Sutul the cherished "Hind End Award" for the dirtiest trick of the year. This was the result of the competitors' confusion over the Roman Numeral II and the number 11 on a route control.

The 1969 event won the "Hind End Award"again, although the rally ran into considerable grief with a moveable checkerboard sign which caused about 75% of the cars to get lost and damned good and mad. Upon returning from Alaska, where I was hiding, a decision was reached to alter the format for 1970.

THE 1970 SUTUL SOB

DATE: May 17, 1970

START: Spruce Grove Campground, 11AM...with the traditional "Le Mans" start.

LENGTH: About 100 miles or so...maybe.

PRIZES: First prize $100 (From G B Motors)
The entry fees will be used as a prize pool for second, third, etc. graduating downwards in accordance with surplus funds available.

ROUTE: Six or more individual sections, starting from a common point, which may be run in any order of the entrant's choice.

SCORING: By route controls; each section will have a number of RC's which must be recorded in the correct sequence. The first error eliminates the competitor for that section only. Total number of correct RC's is the score. Highest score wins the loot. No timing is required.

MAIL TO TEAM SUTUL OR PHONE 439 3751 FOR INFO.

THE EDMONTON light CAR CLUB

edmonton, alberta

SUTUL SOB MAY 17 1970

ENTRY FORM

PD. AMT		REC'D BY	
SCRUTINEERING			
FOR OFFICIAL USE ONLY		CAR No.	

CREW	DRIVER			NAVIGATOR	
	ADDRESS			ADDRESS	
	PHONE			PHONE	
	DR. LICENCE			DR. LICENSE	
VEHICLE	MAKE		MODEL		YEAR
	COLOR		LICENCE		PROV
	INSURANCE CO.			POLICY No.	
TEAM	NAME				
	OTHER MEMBERS				
CLUB	NAME			CITY	
WAIVER				DATE	

I have read the supplementary regulations issued for this event and agree to be bound by them and by the Competition Rules of the Canadian Automobile Sport Clubs. In consideration of the acceptance of this entry or of my being permitted to take part in this event, I or myself, my heirs, executors, administrators, successors, and assigns, agree to save harmless and keep indemnified the Edmonton Light Car Club, the Canadian Automobile Sport Clubs, and their respective agents, officials, servants, and representatives from and against all actions, claims, costs, and expenses and demands in respect of death, injury, loss of or damage to my person or property howsoever caused arising out of or in connection with my taking part in this event and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their agents, officials, servants, or representatives.

SIGNED Driver Navigator

Parent or Guardian if under the age of twenty one years

P S

Unknown to the ELCC, more than one Can-Am entry is being prepared within its membership. Jan & Charlie Wainberg are embarking upon a somewhat slower, and less grandiose pursuit of the glory road! We have purchased a Lotus Super-7, which we plan to run as our prime competition vehicle this year.

By running in Sports Production, then changing to cycle fenders for Sports Modified, and then installing a battery & catch tank in the right-hand seat (To make it single-seat) to run as Formula Ford, we intend to gain enough experience this year to qualify for an International (FIA) licence, and with the inevitable winnnings repeat next year with a two-car team, thus earning enough to finance a two-car Can-Am team in 1972.

It is indeed gratifying to hear that Team Sutul is ahead of us in developing their Can-Am plans, and we hope to learn much from their failures. To aid both our plans, we offer to race them in their ex-Parson's thingie (with all 24 cylinders north of valves) at any time. The experience should be gratifying to all afficionadoes.

If Team Sutul intends to accept this challenge, we will place the following conditions:

1. At least a one (1) mile race.
2. At least eight cylinders working.
3. Self-starting.
4. Left front fender must be polished brightly.

Yours truly,
Wainberg Racing

EDITOR'S NOTE: SEE SUTUL REMINDER

RACE AND RALLY

Cosmic Light Alloy GT Wheels

KONI

ANGLO CANADIAN MOTORSPORT CENTRE

10120 - 103 Avenue — 424-3516

Heat wave at 66
Service
12 noon
Reg 11 AM

80 miles

April 19/70

photo by Ozzie Chelacyn

The picture above is of Team Sutul's Mini Cooper S at one of the Alberta Autocross events in 1969. The car took first and second in the series and is currently being rebuilt at G.B. Motors for the 1970 events.

The engine and transmission have been completely rebuilt during the winter. The differential fell apart two days after the last Autocross in Red Deer, and a drive-shaft sheared in the process. It turned out one valve was without a seat, the exhaust manifold was split, the intake manifold was warped from a prvious accident, the carburettors were leaking air, and the the engine was only pulling 6800rpm because we had the wrong contacts in the distributor.

It now has a new diff, driveshafts, etc. The head is rebuilt. We have a competition exhaust manifold, a new intake, and the carbs have been rebuilt. And the engine is slightly over-bored giving 105-10hp. Whee!

TEAM WAINBERG

It is really great to see some interest being generated on the local level regarding the Can-Am and our efforts with "the thingie" (see Charlie's letter). Hearing the idea of running a Lotus 7 in three classes reminds me of Chapman's attempts along the same lines, which were quite successful back when the "7" was first used. However, competition in the Formula Ford class against Mike Atkin may be difficult.

As to the challenge of a pre-Can-Am race against Team Wainberg, we of Team Sutul are certainly interested, and are happy to accept the offer. Before continuing, we must point out that what we have is ex-Swede Savage, not Parsons, and it has only twelve cylinders, not 24. These points are not too important, but let's keep the record straight.

As to the race, we accept Team Wainberg's conditions, and accept the challenge...the format of the race to be as outlined below:

THE SUTUL-WAINBERG PRE-CAN-AM CHALLENGE RACE	
DATE:	JULY 6, 1970
START:	VICTORIA BRITISH COLUMBIA
TIME:	TWELVE MIDNIGHT JULY 6/7
ROUTE:	HIGHWAY #1 (OR 401 WHEN REQ'D)
FINISH:	HALIFAX, NOVA SCOTIA
PRIZE:	THE WINNER TAKES WHAT IS LEFT OF BOTH COMPETING CARS
ADDITIONAL RULES:	ONLY ONE PERSON IN THE CAR AT ANY TIME; ENTRANTS MAY BE SPONSORED BY AUTHORIZED AUTOMOTIVE DEALERS; NO

We feel that this is a hell of a good idea, and are really looking forward to the race. We would like to point out that no driver stipulation has been made in either Wainberg's or Sutul's rules...Ron Grable was talking to me long distance from California last Sunday regarding a Can-Am drive, and we have asked him to drive for us in this race.

As far as the "thingie" is concerned, we have found three of the pistons are cracked, and are trying to get replacements from "Merry Olde"...but everyone swears the engine doesn't exist!

A SUTUL REMINDER...

CYCLOPS

Well there we were, back in the running only four seconds behind Waldegaarde, and then horrors - we passed him. This meant w we were in the lead - a terribly new place to be.

This was going to ruin our reputation and I hoped S. Martini would not become to distraught.

As we pressed on through the mountain night - the lights groping in the darkness we thundered down the Alpine slopes in a series of sickening slides - left-right-left-right-right-left-left-right again - as we desperately tried to stay ahead of the mighty Porsche. We could hear the studs tearing the ice from the pavement.

Out of the darkness a checkpoint. In and out in thirty seconds
we hurtled onward through the first faint signs of dawn. Somewhere a dove cooed, as the Cyclops thrashed its innards around
at over 9,000 rpm. The car had never run better, and we were
holding off the Porsche, in fact, Trebor even suggested we
try third gear to get a bit more speed in the downhill
parts, but I thought second was sufficient.
Well soon the engine started to over-heat
and the lights started to dime, it
didn't seem too encouraging
and our chances seemed
to be dwindling.
To nothing yet.
Or less.
Oops.

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ARC Report, cont'd:

B) Happenings since Feb. 8:

1) A director's meeting following the Trapline was not held

2) Club directors:

CSCC	John Freake
NASCC	Tom Stibbard
ELCC	Murray Munsie
CAS&LCC	?

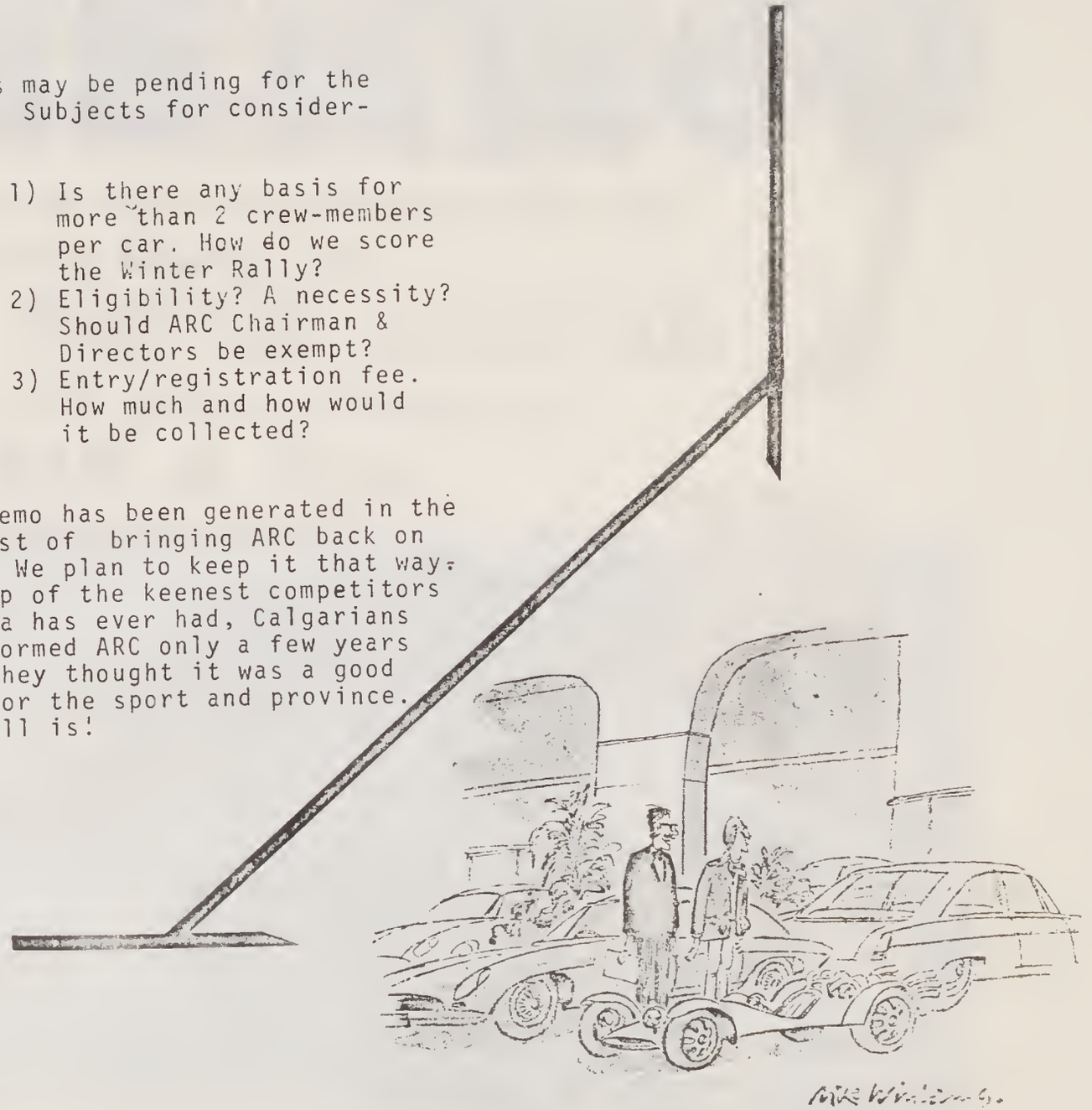
C) Past policies, which will continue, since other regulations have not been formulated:

1) fee is $2.50
2) registration must be made BEFORE competing in an event
3) Each all applicant shall earn eligibility for the championship by organizational involvement in an ARC event. This involvement must be greater than checkpointing. EG - organizer, co-organizer, course opening/closing, scoring, etc.
4) The best 5 (FIVE) events shall count toward the overall score

Changes may be pending for the future. Subjects for consideration:

1) Is there any basis for more than 2 crew-members per car. How do we score the Winter Rally?
2) Eligibility? A necessity? Should ARC Chairman & Directors be exempt?
3) Entry/registration fee. How much and how would it be collected?

This memo has been generated in the interest of bringing ARC back on route. We plan to keep it that way. A group of the keenest competitors Alberta has ever had, Calgarians yet, formed ARC only a few years ago. They thought it was a good idea for the sport and province. It still is!



". . . and of course you'll have the added advantage of being able to sneak in below radar level."

CONTENT

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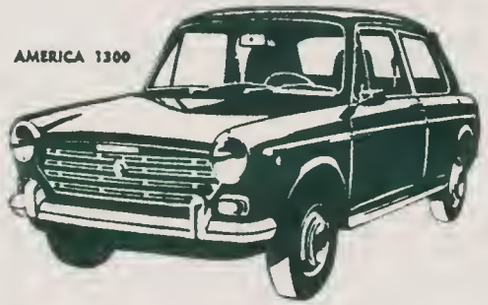
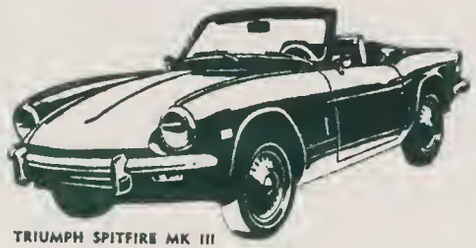


AMERICA 1300



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